

STEAM FOR
SINGAPORE, PENANG,
ADEN, SUEZ, PORT
MALTA, MARSEILLES, GI
BRINDISI, ANCONA, I
TRIESTE, PLYMOUTH
AND LONDON.

ALSO,
BOMBAY, MADRAS, CALCUTTA
AUSTRALIA.

N.B.—Cargo can be taken on
of Lading for BATAVIA,
GULF PORTS, MAJ
TRIESTE, HAMBURG, N
AND BOSTON.

SPECIAL ONLY LANDED AT PL
THE PENINSULAR AND ORIENT
NAVIGATION COMPANY'S
SUTLEY, Capt. W. W. WOODS,
with Her Majesty's Mail, will be
from this for LONDON, via
and SUEZ CANAL, on TUES
17th January, at 4 p.m.
Cargo will be received on
10 a.m. on the day of sailing.
Parcels and Specie (Gold) at
until Noon on the day of sailing.
Tea, Silk, and Valuables for
will be transhipped at Colon
and Cargo for London will be
via Bombay without transhipment
one week later than the ordinary
route via Colombo.

For further Particulars
FREIGHT AND PASSAGE, apply to
PENINSULAR AND ORIENTAL STEAM NAVIGATION
COMPANY'S Office, Hongkong.
The Company's Office of Passengers
is required to be declared prior to shipment.
Shippers are particularly requested to
note the terms and conditions of the Compa
ny's Black Bill of Lading.
Passengers desirous of insuring their bag
gage can do so on application at the Compa
ny's Office.

E. L. WOODIN,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, January 6, 1888.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP
COMPANY.

THROUGH TO NEW YORK, VIA
OVERLAND RAILWAYS, AND THROUGH
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship CITY
OF PEKING will be despatched
for San Francisco via Yokohama, on
SATURDAY, the 21st Proximo, at 3 p.m.,
taking Passengers and Freight for Japan,
the United States, and Europe.

Through Bills of Lading issued for trans
portation to Yokohama and other Japan
Ports, to San Francisco, to Atlantic and
Inland Cities of the United States, via Over
land Railways, to Havana, Trinidad, and
Demerara, and to ports in Mexico, Central
and South America, by the Company's and
connecting Steamers.

Through Passage Tickets granted to
England, France, Germany by all
trans-Atlantic lines of Steamers, at propor
tionate rates.

First-class fares granted as follows:—
To San Francisco and return, 350.00
available for 6 months. ... 350.00
To Liverpool ... 333.00
To London ... 333.00
To other European ports at proportionate
rates. Special reduced rates granted to
Officers of the Army, Navy, Civil Service
and the Imperial Chinese Customs, to be
obtained on application.

Passengers who have paid full fare, re
embarking at San Francisco for China or
Japan (or vice versa) within one year will be
allowed a discount of 10%. This allowance
does not apply to through fares from China
and Japan to Europe.

Freight will be received on board until 4
p.m. the day previous to sailing. Parcel
Packages will be received at the office until
5 p.m., same day; all Parcel Packages
should be marked to address in full; value
of same is required.

Consular Invoices to accompany Cargo
destined to ports beyond San Francisco,
in the United States, should be sent to the
Company's Office in Sealed Envelopes,
addressed to the Collector of Customs at San
Francisco.

For further information as to Passage
and Freight, apply to the Agency of the
Company, No. 60A, Queen's Road Central.
O. D. HARMAN,
Agent.

Hongkong, December 20, 1887. 2536

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN,
SUEZ, PORT
SAID, BRINDISI, GENOA,
ANTWERP, BREMEN & HAMBURG
PORTS IN THE LEVANT, BLACK
SEA & BALTIC PORTS.

LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON & SOUTH AMERICA
PORTS.

THE COMPANY'S STEAMERS WILL CALL
AT SOUTHAMPTON AND LONDON
AND LUGGAGE.

N.B.—Cargo can be taken on through
of Lading for the principal place
RUSSIA.

ON MONDAY, the 23rd day of Jan
1888, at 4 p.m., the Comp
Steamship NECKAR, Captain S
with MALES, PASSENGERS, S
and CARGO, will leave this port as
calling at Genoa.

Shipping Orders will be granted
Noon. Cargo will be received on
until 4 p.m., Specie and Passen
p.m. on the 22nd January. (Par
not to be sent on board; they in
left at the Agents' Office). Conte
Value of Packages are required.

The Steamer has splendid Accom
and carries a Doctor and Stewards.
For further Particulars, apply to
MELOERS &
Agents.

Hongkong, December 27, 1887.

NORTH BRITISH & MERCANTILE
INSURANCE COMPANY.

THE Undersigned, Agents of the
Company, are authorized
against FIRE at Current Rates.

GILMAN
Hongkong, January 1, 1888.

To-day's Advertisements.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR SHANGHAI VIA SWATOW.

(Taking Cargo & Passengers at through rates
for CHEFOO, HANKOW and Ports
on the YANGTSE.)

The Co.'s Steamship
Peking, Captain Hsu, will be
despatched as above TO
MORROW, the 13th Instant, at Noon.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, January 12, 1888. 60

FOR SWATOW AND BANGKOK.

THE SCOTTISH ORIENTAL STEAMSHIP
COMPANY, LIMITED.

The Company's Steamship
Pha Chon Kiao, Captain J. Fowler, will
be despatched for the above
Ports on SUNDAY, the 15th Inst.,
at Daylight.

For Freight or Passage, apply to
YUEN FAT HONG,
Agents.

Hongkong, January 12, 1888. 68

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

The Co.'s Steamship
Haitan, Captain Hsu, will be
despatched for the above
Ports on SUNDAY, the 15th Instant, at
Daylight.

For Freight or Passage, apply to
DOUGLAS LAPELLE & Co.,
General Managers.

Hongkong, January 12, 1888. 71

FOR SWATOW, AMOY & FOCHOW.

The Co.'s Steamship
Haitan, Captain Hsu, will be
despatched for the above
Ports on SUNDAY, the 15th Instant, at
Daylight.

For Freight or Passage, apply to
DOUGLAS LAPELLE & Co.,
General Managers.

Hongkong, January 12, 1888. 71

CHINA NAVIGATION COMPANY,
LIMITED.

FOR PORT DARWIN, SYDNEY AND
MELBOURNE.

The Co.'s Steamship
Tianan, Captain Hsu, will be
despatched as above on
above on FRIDAY, the 20th Instant, at
4 p.m.

The attention of Passengers is directed
to the Superior Accommodation offered by
this Steamer. First-class Saloon and Cabins
are situated forward of the Engine.
Second Class Passengers are berthed in the
Poop. A Refrigerating Chamber ensures
the supply of Fresh Provisions during the
entire voyage. A duly qualified Surgeon is
carried.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, January 12, 1888. 67

NOTICE.

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDICHERRY,
MADRAS, CALCUTTA, ADEN, SUEZ,
PORT SAID.

MEDITERRANEAN AND
BLACK SEA PORTS, ALEXANDRIA,
MARSEILLES, AND PORTS
OF BRAZIL AND LA PLATA.

LONDON, HAVRE, NORDDEUX,
DUNKIRK AND ANTWERP.

ON WEDNESDAY, the 26th January,
1888, at Noon, the Company's Steam
ship JERMYN, Captain YAGUEZ, with
MALES, PASSENGERS, SPECIE,
and CARGO, will leave this Port for the
above places.

Cargo and Specie will be registered for
London as well as for Marseilles, and ac
cepted in transit through Marseilles for the
principal places of Europe.

Shipping Orders will be granted until
Noon.

Cargo will be received on board until 4
p.m., Specie and Parcels until 3 p.m. on
the 24th January, 1888. (Parcels are not to
be sent on board; they must be left at
the Agency's Office).

Contents and value of Packages are re
quired.

For further particulars, apply at the
Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, January 12, 1888. 72

Not Responsible for Debts.

Neither the Captain, the Agents, nor
Owners will be Responsible for
any Debt contracted by the Officers or
Crew of the following Vessels, during
their stay in Hongkong Harbour.

ALLEN ROWE, Hawaiian brig, Captain J.
Phillips.—Wielor & Co.

JOHN D. BURWEL, Amer. barque, Capt.
W. L. Josselyn.—Russell & Co.

MANUEL, Spanish barque, Capt. Estival.
Remedios & Co.

MARY L. CUSHING, American ship, Capt.
P. B. Brown.—Paxton & Co.

TARAFACA, British barque, Captain J. E.
McArthur.—Gibb, Livingston & Co.

SHIPPING.

ARRIVALS.

January 11, 1888:—
Amoy, British steamer, 815, R. Köhler,
Shanghai January 8, General.—SIEMSEN &
Co.

January 12:—
Fookang, British steamer, from Wham
poa.

Fushun, Chinese steamer, from Wham
poa.

Haitan, British steamer, 1192, S. Ash
ton, Fookang January 8, Amoy 9, and
Swatow 11, General.—DOUGLAS STEAMSHIP
Co.

Santa Flomana, Spanish schooner, 449,
J. de Mendiguren, Iloilo December 31,
General.—KWONG CHEONG TAI.

Freja, Danish steamer, 307, C. A. Land,
Haiphong January 9, and Hothow 11,
General.—ANNHOLD, KARBERG & Co.

Denise, British steamer, 561, R. Un
worth, Haiphong January 10, General.—
A. R. MARTY.

DEPARTURES.

January 12:—
Bellaart, for Shanghai
Cheong Kien, for Swatow.
Tsuising, for Singapore and Calcutta.
Amoy, for Whampoa.

CLEARING.

Fookang, for Swatow and Shanghai.
Fookang, for Coast Ports.
Marie, for Haiphong.

PASSENGERS.

ARRIVED.

For Amoy, from Shanghai, Mr. Passmore,
and 10 Chinese.

For Haitan, from Coast Ports, Messrs
Thomas, William Gittins and Quenel, and
14 Chinese.

For Freja, from Haiphong, 70 Chinese.

For Denise, from Haiphong, 14 Chinese.

DEPARTED.

For Cheong Kien Kian, for Swatow, 200
Chinese.

For Fookang, for Singapore, Messrs G. D.
Morell, C. B. Smith, G. C. Drexel, for
Calcutta, Messrs W. H. F. Darby, O. D.
Bottomley, Major W. P. Gould, and Mrs.
Gould.

For Fookang, for Swatow, 1 European,
and 14 Chinese.

For Fookang, for Coast Ports, 5 Euro
peans, and 150 Chinese.

TO DEPART.

For Marie, for Haiphong, Madame Mar
tin, and 30 Chinese.

SHIPPING REPORTS.

The British steamer Amoy reports:
Had light S.W. winds to Turnabout, and
moderate N.E. winds and calm to port.
The British steamer Haitan reports:
Left Fookang January 8th, had moderate
N.E. and Northerly winds, with clear ve
ther to arrival in Amoy on 7th; left Amoy
same day, steamer in port. Perch and
Tuna. Experienced light Northerly and
S.W. winds with calm and fog to Swatow
on 10th; left Swatow 10th, steamer in
port. Perch, Tuna and Haiphong. Mod
erate to fresh N.E. winds and clear ve
ther throughout to port.

The British steamer Denise reports:
Had fine weather and light winds to Haiphong
Head; strong N.E. monsoon from thence to
port.

EXPORT CARGOES.

For S. S. Belgic, sailed January 10th:—
For Yokohama, 6,173 bags Sugar and 737
pkgs. Merchandise; for San Francisco,
17,142 bags Rice, 50 bags Beans, 49 bags
Pepper, 209 bags Coffee, 382 boxes Nut Oil,
12 cases Silk, 85 pkgs. Tea, 1 box Treasure
valued at \$9,500 and 7,896 pkgs. Merchandise;
for Victoria, B.O., 8 pkgs. Merchandise.

SHARE LIST.—QUOTATIONS.

JANUARY 12, 1888.

Bankers.—
Hongkong and Shanghai Bank Corp. 60,000 \$ 12. all \$ 3,900,000 \$ 8,228.50 at 30 for 1 year to June 30/87 \$165 1/2 prom., buyers

INSURANCE.—
North-China Insurance Co., Ltd. 5,000 \$ 2 1/2 \$ 100,000 \$ 406,132.00 \$ 23.05 for 1888 \$116, buyers

Yongtze Insurance Company, Ltd. 5,000 \$ 2 1/2 \$ 50,000 \$ 3,050.70 \$ 7 for 1888 \$110, buyers

China Insurance Society Co., Ltd. 24,000 \$ 83.35 \$ 250,000 \$ 314,012.00 \$ 23 1/2 for 1888 \$64, buyers

China Traders' Insurance Co., Ltd. 24,000 \$ 83.35 \$ 250,000 \$ 314,012.00 \$ 23 1/2 for 1888 \$64, buyers

Santon Insurance Office Co., Ltd. 10,000 \$ 250 \$ 50,000 \$ 320,307.50 \$ 10 1/2 for 1888 \$810

Chinese Insurance Co., Limited. 1,500 \$ 1,000 \$ 200,000 \$ 125,771.20 \$ 7 for 1888 \$375, sales

Hongkong Fire Insurance Co., Ltd. 8,000 \$ 250 \$ 50,000 \$ 325,567.45 \$ 7 for 1888 \$375, sales

China Fire Insurance Co., Ltd. 20,000 \$ 100 \$ 200,000 \$ 245,738.44 \$ 6 for 1888 \$75, sales

Singapore Insurance Company, Ltd. 40,000 \$ 100 \$ 200,000 \$ 17,000 \$ 120

The Straits Fire Insurance Co., Ltd. 20,000 \$ 100 \$ 200,000 \$ 7,713.40 \$ 115

The Straits Insurance Co., Ltd. 30,000 \$ 100 \$ 200,000 \$ 70,822.92 \$ 131, sellers

STEAMSHIP COMPANIES.—
H.K. O. and M. Steamboat Co., Ltd. 40,000 \$ 2 1/2 \$ 40,000 \$ 5,911.80 \$ 7 1/2 half year to June 30/87 \$214, sales

Douglas Steamship Co., Limited. 20,000 \$ 50 \$ 100,000 \$ 115.13 \$ 8 \$ 447, sellers

Indo-China S. N. Company, Limited. 18,372 \$ 1 1/2 \$ 100,000 \$ 4,387.50 \$ 7 for 1888 \$12 1/2 dis., sellers

60,000 shares issued. 31,212 \$ 1 1/2 \$ 100,000 \$ 4,387.50 \$ 7 for 1888 \$12 1/2 dis., sellers

China and Manila S. Co., Ltd. 3,600 \$ 10 \$ 100,000 \$ 1,422.91 \$ 9 1/2 for 1888 \$49 prem.

H.K. and Whampoa Dock Co., Ltd. 12,500 \$ 12 1/2 \$ 100,000 \$ 1,422.91 \$ 9 1/2 for 1888 \$49 prem.

H.K. and China Gas Co., Limited. 5,100 \$ 10 \$ 100,000 \$ 1,422.91 \$ 9 1/2 for 1888 \$49 prem.

New Share. 1,900 \$ 10 \$ 100,000 \$ 1,422.91 \$ 9 1/2 for 1888 \$49 prem.

Hongkong Hotel Company, Ltd. 3,000 \$ 10 \$ 100,000 \$ 1,422.91 \$ 9 1/2 for 1888 \$49 prem.

China Sugar Company, Limited. 15,000 \$ 10 \$ 100,000 \$ 1,422.91 \$ 9 1/2 for 1888 \$49 prem.

Hongkong Ice Company, Limited. 5,000 \$ 25 \$ 100,000 \$ 1,422.91 \$ 9 1/2 for 1888 \$49 prem.

Hongkong Bakery Company, Ltd. 7,000 \$ 50 \$ 100,000 \$ 1,422.91 \$ 9 1/2 for 1888 \$49 prem.

Luncheon Sugar Company, Limited. 5,000 \$ 50 \$ 100,000 \$ 1,422.91 \$ 9 1/2 for 1888 \$49 prem.

Perak Sugar Cultivation Co., Ltd. 5,000 \$ 50 \$ 100,000 \$ 1,422.91 \$ 9 1/2 for 1888 \$49 prem.

Perak Tin Mining & S'ing Co., Ltd. 5,000 \$ 50 \$ 100,000 \$ 1,422.91 \$ 9 1/2 for 1888 \$49 prem.

Punjab & Sindh Dug Samatan Mining Co. 40,000 \$ 10 \$ 100,000 \$ 1,422.91 \$ 9 1/2 for 1888 \$49 prem.

H.K. & Kw. Wharf & Godown Co., Ltd. 17,000 \$ 100 \$ 100,000 \$ 1,422.91 \$ 9 1/2 for 1888 \$49 prem.

H.K. Ropes & Manufactory Co., Ltd. 3,000 \$ 50 \$ 100,000 \$ 1,422.91 \$ 9 1/2 for 1888 \$49 prem.

A. S. Watson & Co., Limited. 3,800 \$ 100 \$ 100,000 \$ 1,422.91 \$ 9 1/2 for 1888 \$49 prem.

H.K. High-Level Tramways Co., Ltd. 1,250 \$ 100 \$ 100,000 \$ 1,422.91 \$ 9 1/2 for 1888 \$49 prem.

LOANS.—
Chinese Imperial 1884 5,565 \$ 100 \$ 100,000 \$ 1,422.91 \$ 9 1/2 for 1888 \$49 prem.

" 1884 3,189 \$ 100 \$ 100,000 \$ 1,422.91 \$ 9 1/2 for 1888 \$49 prem.

" 1886 7,700 \$ 100 \$ 100,000 \$ 1,422.91 \$ 9 1/2 for 1888 \$49 prem.

Equalisation of Dividend Fund.

Depreciation and Insurance Fund.

At debit.

POST OFFICE NOTICES.

MAILS will close:—

For SWATOW & SHANGHAI.—
Per Fookang, at 11.30 a.m., on Friday,
the 13th inst., instead of as previously
notified.

For SAIGON.—
Per Fookang, at 3.30 p.m., on Friday,
the 13th inst., instead of as previously
notified.

For SHANGHAI.—
Per Fookang, at 3.30 p.m., on Friday,
the 13th inst., instead of as previously
notified.

For HAIPHONG.—
Per Fookang, at 5 p.m., on Friday, the
13th inst.

For SWATOW & BANGKOK.—
Per Pha Chon Kiao, at 5 p.m., on
Saturday, the 14th inst.

For STRAITS & BOMBAY.—
Per Zantzi, at 2.30 p.m., on Monday,
the 16th inst.

For STRAITS & BOMBAY.—
Per Hsinpo, at 9.30 a.m., on Tuesday,
the 17th inst.

For NAGASAKI, KOBE & YOKOHAMA.—
Per Thibet, at 5 p.m., on Thursday, the
19th inst.

MAILS BY THE UNITED STATES PACKET.—
The United States Mail Packet City of
Peking will be despatched on SAT
URDAY, the 21st Instant, with Mails
for Japan, San Francisco, the United
States, Canada, Honolulu, Peru, &c.,
which will be closed as follows:—
2.15 p.m. Registry closes.
2.30 p.m. Post-Office closes, but Corre
spondence may be posted on board the
Packet until Late Fee of 10 cents extra
Postage until the time of departure.

MAILS BY THE FRENCH PACKET.—
The French Contral Packet Djennah will
be despatched on WEDNESDAY, the
23rd Instant, with Mails for the
United Kingdom, Europe, and places be
yond, via Mauritius, to Saigon, Straits
Settlements, Batavia, Borneo, Ceylon,
the Australian Colonies, Pondicherry,
Madras, Calcutta, Aden, Mauritius,
Egypt, Malta, and Gibraltar.

The usual hours will be observed in closing
the Mails, &c.

CHINA COAST METEOROLOGICAL
REGISTER.

JANUARY 11.—AT 4 P.M.

A coolie named Lo Ahung was charged before Mr. Wodehouse, in the Police Court today, with entering a dwelling-house in Queen's Road West this morning, and appropriating clothing of the value of £70. Ho Shun Chun, contractor, the complainant, stated that he retired to rest about 2 a.m. at which time he observed that the stolen articles were in the house. Two hours afterwards he was awakened by hearing a noise in the room, and noticed that the articles in question had disappeared. A carpenter who lives on the ground floor of the same house and had heard complainant crying 'thief,' and immediately afterwards saw the prisoner running from the house carrying the bundle produced in Court. The prisoner was sentenced to six months' hard labour.

Mr. Sercombe Smith, in the Police Court today, imposed the substantial fine of \$40, with the alternative of three months' hard labour, upon Chan Atai, who resides in Second Street, for keeping a latrine in bad condition. Mr. J. J. Clerihew, Inspector of Nuisances, who brought the charge, said the defendant had been repeatedly cautioned, but without effect. As a Chinaman is never without an excuse, Chan Atai made no exception of himself, but his defence was too weak to be of any avail. Ho Ahung, a married woman who was charged with a similar offence, which she admitted, was fined \$10 with the alternative of a week's imprisonment. It is to be hoped that the forty-dollar fine will not be without its salutary effect on people whose views on sanitation are in harmony with those of Chan Atai.

We have received from Mr. Bruce Shepherd, the proprietor of the 'Hongkong Almanack,' an excellent wall map of Hongkong and British Kowloon. We have no hesitation in saying it is the best and most reliable map of the Colony we have seen. It is up to date. All the roads that have been recently constructed are shown, together with one solitary road that is in process of construction. The Bowen or Conduit Road is prominently indicated, and the tunnel, which stretches from the junction of that road with Taitan Road to the Taitan Reservoir is traced. The new Roads at the Peak and in the Kowloon Peninsula are all given, while all the outlying villages, large and small, are marked. At the corner of the map is a table giving the distances of the various stations and villages from Hongkong. The scale is two inches to one square mile.

There is a community of feeling between Hongkong and Shanghai, which is sure to manifest itself in any case of accident or suffering. We have been shown a letter of sympathy sent on behalf of the 'Victoria' Steam Fire Engine Company, of Shanghai, which we reproduce to show how Shanghai joins with Hongkong in deploring the accident which happened to Mr. Ross, the foreman of the Hongkong Volunteer Brigade, and in sympathizing with the sufferer. The letter is as follows:—

Shanghai, 8th January, 1888.
W. Ross, Esq., Hongkong.
Sir—The news of the painful and unfortunate accident which befell you at the recent extensive fire in your Colony has reached this place, and has caused us all very deep concern and regret, in which the 'Victories' of Shanghai unanimously join; and I am directed to acquaint you that at the Annual General Meeting of the Company, held on the 4th instant, the members passed a motion expressive of this and of their sincere sympathy with you under your misfortune.

In communicating this to you I am to add that the members hope to receive good accounts of your progress towards recovery. With best wishes, I am, dear Sir, yours faithfully,

O. S. SAHAR,
Hon. Sec. 'Victoria' Steam Fire Engine Co.

The following is the Order of the Day for the meeting of the Legislative Council to be held to-morrow:—

- First reading of the following Bills:—
- The Cathedral Ordinance, 1888.
 - The Vagrancy Ordinance, 1888.
 - An Ordinance to provide for the preservation of copies of Books printed in Hongkong, and for the registration of such Books.
 - An Ordinance to amend the Reformatories Schools Ordinance, 1886.
 - The Regulation of Chinese Ordinances, 1888.
 - An Ordinance prohibiting the Enclosure of Verandas erected over Crown Lands.
 - An Ordinance for the Registration of Imports and Exports.
 - The Trees Preservation Ordinance, 1888.
 - The Unclaimed Balances Ordinance, 1888.
 - An Ordinance to amend The Crown Remedies Ordinance, 1875.
 - The Official Signatures Fees Ordinance, 1888.
 - An Ordinance for the naturalization of Fritz Adolph Frickens Grobrien.
 - An Ordinance for the naturalization of Hui Loo Ngaw alias Loo Kiu Fung.
 - An Ordinance for the naturalization of Lai Shang Gai Lee Chek Kin.
 - An Ordinance for the naturalization of Lai Kit, alias Lai Cheuk.
 - An Ordinance to amend Ordinance No. 15 of 1888.

THE VICTORIA made exceptionally good running on her first voyage out, but she seems to have made a still faster passage home. Leaving Bombay on November 11th she reached Plymouth on November 30th. Allowing for stoppages at ports and for the passage through the Canal, the voyage was accomplished in sixteen days four hours, giving an average speed of fifteen and three quarter knots, or over eighteen miles an hour. And yet we still hear of people ridiculing the idea that vessels plying between England and India could ever approach the Atlantic liners in speed. The Victoria's voyage is an effective refutation of absurdity of the arguments put forward by the India Office authorities when the new contract was made with the P. & O. Had they known what they were about, voyaging Anglo-Indians might have been a trade no longer for the next ten years to come.—*Times*.

It is a very hard task indeed to instil a knowledge of the most elementary principles of sanitation or of the laws of health into the minds of the Chinese. In a Chinese man's eyes the few dogs and chickens he has gathered round him seem of far more importance to him than his health, and it would seem almost as if they outweighed the value of his own life. It is therefore not much to be wondered at that the Police and the Sanitary authorities are finding great difficulties in enforcing the orders with regard to the steps to be taken on small-pox breaking out in a house. We suppose that all the means at the disposal of the authorities have been used to make known these instructions to all classes of the Community. The Sanitary Inspectors are going round the various quarters daily, and they doubtless have not neglected to instruct those who may not have seen the official notices. Perhaps a little more might be done in this way by posting up the proclamation at every corner of the street. The violation, however, of the orders in nine cases out of ten does not arise from ignorance of the requirements but from unwillingness to take the trouble to comply with them. The fumigation of a house would mean some inconvenience, perhaps the destruction of some articles of clothing; and rather than allow this to happen some of the natives are so fearless as to drive out their sick to the streets and leave them to the tender mercies of a passing constable. Every day sufferers from small-pox are being picked up in this way. Numbers also who have suffered but a slight attack

also go to the hospitals, and are to be found walking about the streets as if nothing had happened. Women with children almost black with the disease come out quite openly into the streets and seem to have no thought of the evil results of their stupidity. These and other similar incidents force upon one the conviction that the instructions must be enforced by heavy penalties, that the natives must at least be threatened into obeying rules, the breaking of which will prove disastrous to the health of the Colony. We trust, therefore, that the police will not leave a stone unturned to find out what families have been guilty of the recklessness and cruelty of setting their sick members down on the streets; and that sharp punishments will be inflicted on all offenders. They have no excuse at all for their conduct. Immediately on their reporting cases at the Police station their sick are taken charge of and there is abundant room at the Tung Wa Hospital and at the Civil Hospital for the patients. The disease, we are sorry to say, is spreading. It has not yet got to such an extent as need alarm any residents who use the slightest precautions, but unless the rules for preventing its spreading are stringently enforced the danger may become far greater than it is at present.

The *Victoria* Observer says:—The Export Bureau keep full pace with the Railway receipts in token of the tide of prosperity. We call the special attention of all seaports and obstructive to the Chamber of Commerce table, and especially to the magnificent increase of nearly 1,800,000 lb. in tea; the exports to the 22nd instant being 3,111,418 against 1,492,551 lb. to the same date last year.

The Arsenal at Pagoda seems to be in a state of great bustle and activity. They are pushing on with the construction of the armour-clad gunboat laid down about a year ago and working day and night. The electric light is in use, having been quite lately introduced. Two lamps are suspended in the sleeping shed and are quite sufficient to illuminate an area of some four hundred square feet. One light is also kept alight under the mat shelter under which the ships being put together. As far as we know this is the first armoured ship built in the Arsenal.—*Post and Herald*.

The Medical staff in India will be immediately augmented by the arrival from England of some one hundred and sixty additional Surgeons. Forty-five Surgeons will be, at least temporarily, employed in Western India. The war in Burma had retarded inconveniently the Medical staff in India, but it will now be raised considerably above its ordinary strength. We note a prevalent belief that there exists an intention of having all things in readiness for the moving of two Army Corps to the North, if political complications should arise rendering such a demonstration necessary.—*Bombay Gazette*.

I READ, says the London correspondent of the *Manchester Guardian*, that Sir John Walsam, British Minister at Peking, is negotiating with the Chinese Government for the addition of an article of great importance to the lately ratified convention about Burma. This clause has relation to the telegraphic systems of Burma and China, and provides for their connection at the frontier. As yet no telegraph crosses the frontier of China at any point. The Burma lines have long been completed to Bhamo, and the telegraph has reached Yunnan long since. If the two systems were connected and a new route between China and Europe thus secured, merchants having business with the Far East would find the benefit immediately. The present rates are maintained by an agreement between the British Cable Company and the Danish Siberian Company.

This quotation for Patna opium at Foochow has been for the last few months rather below that of Hongkong, with charges included, caused it to be sold by a few rich native dealers, who import the drug direct from Hongkong and sell here at a loss of 10 to 15 dollars a chest, in the hope of driving away foreign importers. The idea is no doubt a foolish one, but in the mean time it does a great deal of harm to those dealers who buy from foreign hands, and who are able neither to sell nor compete with those who purchase from the native importers. This state of affairs has caused many native retail dealers to use native opium instead of Indian, which pays them better, on account of its cheapness, and which is now very much used by the low class people. The natives assert that in other parts of the whole country demand while the Indian drug will only be used by the officials and upper classes.—*Post and Herald*.

Tax Bookworm, a new magazine published by Mr. Elliot Brook, says:—Perhaps the most singular curiosity in the book world is a volume that belongs to the family of the Princes de Ligne, and is now in France. It is entitled 'The Passion of Christ,' and is neither written nor printed. Every letter of the text is cut out of a leaf, and being interleaved with blank paper, is as easily read as the best print. The labour and patience bestowed upon its composition must have been excessive, as the general execution is of the most delicate and costly kind. Rudolph II. of Germany offered for it, in 1640, 11,000 ducats, which was probably equal to 60,000 at this day. The most remarkable circumstance connected with the history of this treasure is that it was the royal arms of England; but when it was in that country, and by whom owned, has never been ascertained.

There would seem to be a sad fatality about men-of-war which have the misfortune to be named the *Wasp*. There is the recent case in the China Seas, following that of her predecessor, H.M.S. *Wasp*, lost off the coast of India some two years ago. And the name recalls a charming chapter of the 'Autocrat of the Breakfast Table' in which the genial writer says, 'The firing of the great guns at the Navy Yard is easily heard at the place where I was born and lived.' * * * Now the sleep-of-war, the *Wasp*, Captain Black, after bravely capturing the *Scimitar*, and the *Wasp*, had disappeared from the face of the ocean, and was supposed to be lost. But there was no proof of it, and, of course, for a time, hopes were entertained that she might be heard from. Long after the last real chance had utterly vanished, I possessed myself with the fatal illusion that some day she would be seen, and there were years during which I never heard the sound of the great guns booming inland from the Navy Yard without saying to myself, 'The *Wasp* has come.'—*Japan Mail*.

Dr. Brown, Squard, who has been preaching that bad ventilation of sleeping-rooms is the great cause of phthisis, and the great cause of the last meeting of the Academy of Sciences, Paris, taking many of his examples from England. Wherever population is dense, and sleeping-rooms ill-ventilated or overcrowded, consumption prevails. Dr. Bailey reported that in the last census there were, out of 100 deaths, 45 from this cause. According to the illustrations French doctors, a room in which a consumptive person sleeps is reeking with contagious germs, if the air he exhales is not carried off. But how get rid of it in ill-built houses or very old dwellings, when it is as dangerous to open windows as to keep them shut? To meet this difficulty Dr. Brown Squard showed the Academy an apparatus of his invention. A reversed funnel, the shape of a lampshade, is placed at the end of a tube, so arranged in its curves and angles that when it is placed beside a bed the reversed funnel will be above the sleeper, and draw up the air he breathes, and draw into the chimney of the room. If there is into the chimney, the heat is great enough to burn the disease germs.

In an interesting memoir of the life of John Kennedy, the famous singer of Scotch songs, occur the following passages:—'We sang in every town in Ontario. This entitled him everywhere. During the tour there were six weeks of rain, which was 'leached' to thirty-six towns, staying every night. Sometimes we performed in villages that could scarcely have furnished an audience in themselves, but were the centre of a thickly populated agricultural region—the farmers coming fifteen, twenty, and thirty miles to hear their favourite singer. One evening at Scotchman's drove forty miles to see him. He came into the side-room with dewy eyes, and grasped my father's hand warmly, saying, 'I didna care as much for yer songs—I just want to see a man that some Parliamint saw it!' The old farmers were very much affected by the songs, which, to them, contained bygone scenes and associations. Frequently they would break out in their enthusiasm, into loud comments. One night, at the conclusion of 'When the kye comes home,' a man slapped his knee, and loudly exclaimed, with a relishing smack of his lips, 'That's meat an' drink to me!'

We found in South Africa, as in the other Colonies, that English and other nationalities highly appreciated Scotch song. We met with enthusiastic feelings in the midst of colonial life, which, with its prosaic features and struggle after material wealth, is not always the best conservator of national sentiment. The feeling is apt to become eccentric, as was the case with the Scotsman of King William's Town who had a portrait of Mary Queen of Scots hung in his bedroom, and who, every morning on rising, stretched his hands towards it, crying, 'Oh my murdered queen!' Once we overheard an enthusiastic saying, 'My Ain Fierike,' 'Ye Banks an' Braes,' 'The Land o' the Leal,' 'Oh, a body could be fit to gang to heaven hearing these songs sung.' And was ever love of country more strongly expressed than in the case of the Port Beaufort Scotsman, who exclaimed, 'Guide save us I'd rather gang home an' be guided than do here a natural death!'

A CHINESE PROCLAMATION ON RENDEZVOUS.
The Rendition Proclamation of the Four High Provincial Officials of Kwang Tung.—
Ko, Provincial Treasurer.
Wong, Chief Criminal Judge.
Ying, Salt Commissioner.
Tin, Great Intendant.
The proclamation is said to be for general information. It is issued in accordance with instructions received from the Tamsui.

Li Yamen by Cheung, Viceroy of the Two Kwong.—To the following effect:—
The treaties between China and foreign nations contain clear provision for the rendition of lawbreakers.
For a considerable period no difference of opinion has existed as to the necessity of great notoriety special methods were resorted to. Fearing that if reports were made and their rendition applied for, the matter would look out and certain criminals known to be in hiding under foreign jurisdiction would contrive to make good their escape, attempts were made to effect arrests without first reporting to the (foreign) authorities concerned.
Such practices are contrary to law and in the result lead to much trouble.
Forcusing this, instructions are now forwarded that all subordinate officials under the Viceroy control may be joined to act in accordance with the treaty provisions. When a Chinese criminal fees for hiding to a foreign country the matter must be reported to the official of that country and application made for the rendition of the culprit. No secret devices may be resorted to with a view to make an arrest.

The Viceroy is further directed by the Peking authorities to issue a proclamation conveying to his subordinate officers the instructions of the Tung-li Yamen. This is done accordingly by the High Provincial authorities (above named) in the Viceroy's name.
The proclamation proper is addressed to all whom it may concern Civil and Military.
From this time onward sons may engage in secret attempts to capture (Chinese) criminals who are under foreign protection.
Positive directions are added:—
First report on the matter to your own officials, and they will make application that criminals in hiding abroad be delivered up for proper punishment. Use no underhand devices to arrest criminals lest trouble be thereby caused.

Issued in Canton, 4th Jan. 1888.

The terms in which this proclamation is couched more than justify the remarks we have repeatedly made on the conduct of the Chinese authorities in endeavouring to spirit away Chinese residents in the Colony. And after all the lecturing we are to suppose the Viceroy got he makes an impertinent excuse for his action, alleging that his rough and ready system avoided the chance of the criminals hearing of the authorities being in their pursuit. How true are the words which we wrote about ten months ago, when a Chinese mandarin got into trouble in Hongkong for his illegal proceedings. We then said:—

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[No. 7611.—JANUARY 12, 1888.]

SHIPPING IN CHINA, JAPAN

WATERS.		
WHEAMPOA.		
<i>Vessel's Name.</i>	<i>Flag & Sig.</i>	<i>Destination.</i>
Amoy	Brit.	str. Hongkong
Kutsang	Brit.	str. Shanghai
Ningpo	Brit.	str.
Sebastian Bach	Ger.	bqo.

In port on January 4, 1888.
 MERCHANT STEAMERS.

Bamtan	British
Chefoo	British
Diamante	British
Glucoseburg	German
Guy Mannering	British

Newchwang	British
MERCHANT SAILING VESSELS.	
Andros	Ger. bqe.
Archos	Brit. bqe.
Francisca	Ger. sch.
J. Kromer	Ger. sch.
K. Nilsson	Ger. bg.
Louisa	Dan. sch.
Mercur	Brit. sch.
Meridian	Siam. bz.

FOOOHOW.
In port on December 27, 1887.
MERCHANT STEAMERS.

Nanzing	British
MERCHANT SAILING VESSELS.	
Hilda	Brit. bqe.
Sin Kolga	Brit. bqe.

SHANGHAI.
In port on January 4, 1868.
MERCHANT STEAMERS.

Active	German	
Amoy	British	Hongkong

El Dorado	British	
Feechow	Chinese	
Feilung	British	Hongkong
Fungshun	Chinese	
Fnyew	Chinese	
Glenorehn	British	

Hae-an	Chinese	Tientsin
Hae-ting	Chinese	Hankow, &c.
Hideyoshi Maru	Japanese	Kuchinotzu
Ichang	British	
Kiang-kwan	Chinese	
Kiang-sin	Chinese	

Kiang-pu	Chinese	
Kiang-yung	Chinese	
Kiang-yü	Chinese	
Kowshing	British	
Kung-wo	British	
Kwongsang	British	Wenchow

Laertes	British
Nanzing	British
Newchwang	British
Pekin	British
Peshawur	British
Pocchi	Chinese

Satsuma Maru	Japanese	Nagasaki, &c.
Sinn-oheng	French	
Store Nordiska	Danish	
Sutlej	British	
Swatow	British	
Turand	British	

Takada	British
Taku	British
Telamon	British
Thyra	German
Too-nan	Chinese
Wuchang	British

Yehau	Chinese
MERCHANT SAILING VESSELS.	
Ingle-India	Brit. bqe.
Eclipse	Amer. sh.
F. H. Drews	Gar. bqe.

Solidor Brit. bgs.
Sovoja Norw. bgs.

TIENTSIN.
In Port on December 17, 1887

Argos	Ger.	bqs.
Basuto	Brit.	bqs.
Charley	Brit.	bqs.
Emilie	Norw.	sch.

W. Siegfried Brit. lge.
NAGASAKI.
In port on December 28, 1887.
Kosaki Maru. J. A. S. S.

HIogo.
In port on January 2, 1958

Innocenti Ital. bqa.
Macedon Brit. sh.

YOKOHAMA.
In port on December 31, 1905

Aroto	Amer. sch.
Christian	Ger. bg.
Diana	Amer. sch.
Fearless	Ger. cut.

McLaurin	Am.	sh.
Nemo	Brit.	sch.
Rose	Br.	3m. sch.
St. James	Amer.	bqs.

MANILA.
In port on January 2, 1888.

Austriana.	Brit.	sh.	New York
Benj. F. Hunt	Amer.	bqs.	United States

Defensor	Norw. bg.
Drumeltan	Brit. sh.
E. Marie	Norw. bqg.
Enrique	Span. bqg.

Formosa	Brit.	sh.
F. B. Tayler	Brit.	sh.
Harvard	Amer.	bqe.
Hedvig	Brit.	bqe.

Herat	Brit.	sh.
Jabez Howes	Amer.	sh.
Kalakaua	Hail.	bge.
Mary L. Stone	Amer.	sh.
Newman	Brit.	sh.

Nomad	Amer.	bqe.
Obed Baxter	Amer.	bqe.
Pacifica	Ger.	bqe.
Panav	Amer.	ab

Penshaw Brit. bge.
Stratumia Brit. bge.

BANGKOK.
In port on December 3 1897

Aurora	Brit. bqe.
Caroline	Siam. 3 sc.
Elida	Norw. bqe.
Fortune	Siam. bg.
Goliath	Siam. sch.

Leinong	Brit.	bqa.
Kim Chye Seng	Siam.	bqa.
Laona	Brit.	bqa.
J. P. Olsen	Nor.	bqa.
Siam	Siam.	bqa.

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